

**CITY COUNCIL OF THE CITY OF SAN DIEGO  
SUPPLEMENTAL DOCKET NUMBER 2  
FOR THE REGULAR MEETING OF  
TUESDAY, DECEMBER 11, 2001**

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ADOPTION AGENDA, DISCUSSION, OTHER LEGISLATIVE ITEMS

RESOLUTIONS:

ITEM-S500: Four actions related to the Final Subdivision Map of Costa Del Sol Unit No. 1.

(Pacific Highlands Ranch Precise Plan Area. District-1.)

**CITY MANAGER'S RECOMMENDATION:**

Adopt the following resolutions:

Subitem-A: (R-2002-803)

Declaring that Council waives the two-year time limit established by Council Policy 600-21 only as to completion of Subdivider's fair share of the Carmel Valley Trunk Sewer since the design of the Carmel Valley Trunk Sewer has not been completed and approved;

Authorizing the City Manager to execute a Subdivision Improvement Agreement with Barratt American Incorporated, a Delaware Corporation, for the installation and completion of certain public improvements.

Subitem-B: (R-2002-802)

Approving the final map.

Subitem-C: (R-2002-808)

Authorizing the City Manager to execute a Landscape Maintenance Agreement with Barratt American Incorporated, a Delaware Corporation, for the maintenance of landscaping.

Subitem-D: (R-2002-809)

Authorizing the City Manager to execute a Public Improvement Agreement with Barratt American Incorporated, a Delaware Corporation, for the construction of

Rancho Santa Fe Farms Road south of State Route 56 and a portion of Street "B", and for the design, construction and acquisition of Street "A."

**CITY MANAGER SUPPORTING INFORMATION:**

This map proposes the subdivision of a 14.406 acre site into 117 lots for residential development. It is located west of I-15 and south of Black Mountain Road in the Pacific Highlands Ranch Precise Plan area. On March 20, 2001 the Council of the City of San Diego approved Tentative Map 99-1087 by City Council Resolution No. R-294664 for Costa Del Sol Unit No. 1. The public improvements required for this subdivision are shown in detail on Drawing Nos. 31072-1-D through 31072-36-D, filed in the Office of the City Clerk under Micro Number 141.29. All improvements are to be completed within two years. The Engineer's estimate for the cost of public improvements is \$1,991,056 and a Performance Bond in that amount has been provided as surety. A cash bond in the amount of \$11,500 as determined by the surveyor's estimate, has been posted as surety for the setting of survey monuments. This subdivision is located in the Pacific Highlands Ranch Public Facilities Financing Plan area, which provides for the payment of a Facility Benefit Assessment (FBA), including parks, at the time of building permit issuance. Subdivider, by letter, has given assurance to the City of San Diego that he/she subscribes to the Affirmative Marketing Program as shown in the "Memorandum of Understanding between the San Diego Building Industry Association and U.S. Department of Housing and Urban Development". Subdivider shall enter into two Landscape Maintenance Agreements, agreeing to maintain all landscaping and appurtenances thereto within the subdivision and the City right-of-way adjacent to this subdivision, until another mechanism is established and assumes maintenance responsibility. Subdivider shall enter into a Public Improvement Agreement for the construction of Rancho Santa Fe Farms Road south of SR 56 and a portion of Street "B" and for the design, construction and acquisition of Street "A." The Costa Del Sol property is estimated to generate approximately 1,256 average daily trips (ADT). 377 of these trips are estimated to occur on Interstate 5 south of State Route 56 (SR 56), which has an estimated near-term volume of 262,377 ADT. CalTrans is planning to widen Interstate 5 to provide 10 additional lanes south of SR-56 to be completed by 2004. Pacific Highlands Ranch is required to contribute \$9.9 million for the widening of SR 56 from 4 to 6 lanes. Pacific Highlands Ranch is also required to contribute \$7.0 million for the construction of I-5/SR-56 northbound connectors. The Costa Del Sol property is subject to the Pacific Highlands Ranch/Subarea III Transportation Phasing Plan.

Loveland/Christiansen/JSF